

WHAT IS A
"EULOGIUM"?
SEE
LAST PAGE

Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,264. 第六二七二一第 三初月八年丑癸

HONGKONG, WEDNESDAY, SEPTEMBER 3RD, 1913.

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No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [609]

SIEN TING.

SURGEON DENTIST.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1913. [480]

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Hongkong, 17th April, 1913. [589]

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Week Days.
7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " 10.00 " " 10 " 15 "

10.00 " 11.00 " " 15 " 15 "

11.30 " 12.45 p.m. " 15 " 10 "

12.45 p.m. " 1.45 " " 15 " 10 "

1.45 " 2.15 " " 15 " 10 "

2.15 " 5.00 " " 15 " 10 "

5.00 " 8.10 " " 10 " 10 "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.

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8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " 11.00 " " 10 " 10 "

11.45 " 12.00 noon " 15 " 10 "

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1.00 p.m. " 5.00 " " 15 " 10 "

5.00 " 6.00 " " 15 " 10 "

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7.00 " 8.10 " " 10 " 10 "

NIGHT CARS on Week Days.
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Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [523]

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WATERMAN'S FOUNTAIN PEN. [926]

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TIME TABLE TO APRIL 30th, 1914.

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in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
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Wireless Telegraphy) as follows:

NORTH BOUND.

1st Class Fare	Shanghai (Steamer)	Lv.	Footecon	Mon.	Wed.	Wed.
\$ 40.00	Dairen (S.M.R. Train)	Ar. 3.20 p.m.	Mon.	Wed.	Fri.	Sat.
Y 14.95	Mukden (S.M.R. Train)	Ar. 11.25 "	Mon.	Wed.	Fri.	Sat.
Y 11.50	Changchun (S.M.R. Train)	Ar. 11.30 "	Tues.	Thurs.	Sun.	
R 9.60	Harbin (Russian Train)	Ar. 8.00 "				
	Harbin (Russian Train)	Ar. 2.00 p.m.				

Connecting at Harbin with State Express from Moscow, Wagon-Lits from Moscow, State Express to Pet'g.

SOUTH BOUND.

	Harbin (Russian Train)	Lv.	10 a.m.	Mon.	Wed.	Fri.
R 9.60	Changchun (S.M.R. Train)	Ar. 6.30 "				
Y 11.50	Mukden (S.M.R. Train)	Ar. 7.40 "				
Y 14.95	Dairen (S.M.R. Train)	Ar. 1.50 p.m.				
Y 40.00	Shanghai (Steamer)	Ar. 10.20 "		Thurs.	Sat.	Mon.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conven-
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Three-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
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	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
3 Dry Docks	No. 1 ... 510 ft. No. 2 ... 350 ft. No. 3 ... 714 ft.	77 ft. 53 ft. 88 ft.	26 ft. 24 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
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Lifting Power	460 Feet	560 Feet
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Max. Breadth " " "	22 "	26 "
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28th May, 1913. [729]

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Large Airy Public Rooms.
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Suites de Luxe.
Bedrooms with European Bath and
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P. O. PEUSTER,
Manager.

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Tennis and Croquet Lawns, Large
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SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under
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given to Tourists.
REASONABLE RATES.
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1025]

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FURNITURE and PHOTO GOODS
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Developing, Printing and Enlarging
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Hongkong, 16th April, 1913. [534]

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Keep on Ice and Shake Bottle before taking.
No mixing required.

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LIMITED,**

ALEXANDRA BUILDINGS.

[22]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PANGS.

Cable: A.B.C. 5th Ed. Lieber.

P.O. Box, 34. Telephone No. 12.

DEATH.

RICHARDS.—At Canton, on Sunday, 31st August, G. RICHARDS, aged 47 years. Shanghai and Japan papers please copy.

[1031]

HONGKONG OFFICE: 10A, DES VOGES ROAD. G. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 3rd, 1913.

GLANCING over the files of the *Hongkong Daily Press* of fifty years ago, the other day, at a time when substantial reductions were being announced in cable rates, our attention was particularly arrested by the comments made in 1869, when news reached Hongkong of a decision to extend the submarine telegraph cable from Singapore to Hongkong, thus placing China in telegraphic communication with Europe and the United States. The introduction of the telegraph cable was viewed in those far-off days as not an altogether unimixed blessing. While there was a half-hearted belief that cable communication might tend to the ultimate benefit of trade, no doubt seemed to be entertained in commercial circles that in its more immediate effects it would be to the detriment instead of to the advantage of the China Merchants. This fact was represented as susceptible of mathematical demonstration, and it was demonstrated in this way: "All the facilities that are brought by foreigners to bear upon the China trade are shared in, at least equally, by Chinamen; while so far as the conduct of that portion of the trade hitherto in the hands of the Chinese is concerned, the natives have as complete a mastery over it now as they had in the old days, when they

were dependent upon the foreign merchant for all that part of the business which partook in any degree of a foreign character. The result of this has been that they have been yearly becoming greater adepts at working the trade to their own advantage and at gradually bringing it to such a point that the foreign merchant can hardly hope to conduct his trade to any profit, and that the utmost he can look to is to convert, as gracefully as he can, his old independent trade into a commission business on behalf of the too-well-favoured Chinese." That, in fact, has been precisely what the cable has effected, and we can hardly believe that the merchants in those days were long in learning that this was really to the benefit of the merchant as well as the advantage of foreign trade. Prior to the establishment of cable communications the speculative character of the trade in Hongkong had been a reproach to the community, though locally the Home merchants were blamed, while the impartial critic apportioned the blame for overtrading pretty evenly between Home and China. "Orders for the new Teas and Silks are frequently given upon abstract calculations, which are found to have been made quite independently of the circumstances which ultimately rule the market: and shipments of manufactured goods from Home are made upon a very similar basis." In pre-cable days this could not well be avoided, but the immediate effect of the introduction of the cable was to diminish these evils to a considerable degree. When we reflect upon the immense growth of foreign trade with China, and the consequent increase in the foreign population engaged in trade and commerce in Hongkong and treaty ports, we cannot but read with amused interest the pessimistic forebodings in which the pioneers of the China trade indulged fifty years ago. *Tempora mutantur, et nos mutamur in illis.* If there have been fewer instances in which large profits have been made in speculative transactions, there have also been fewer cases of heavy loss, and it cannot be gainsaid that the improved facilities for conducting business which the telegraph cable affords has conducted during the past fifty years to the increased profitability of the trade as a whole.

The Manila Observatory yesterday reported a typhoon E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

Dr. Anzaki, Professor of the Tokyo University, has left Japan to take up a Professorship in Harvard University.

The new Diocesan Girls' School and Orphanage in King's Park, Kowloon, is to be formally opened next Wednesday, the 10th inst.

So far as can be judged at the time of going to Press, the state of the weather will permit the promenade concert on the Cricket Ground to be held this evening.

Dr. Paul S. Reinsch, who has been appointed United States Minister to China, is a Professor of Political Economy at the University of Wisconsin.

A Chinese woman attempted to end her life by drowning herself in the Harbour off Blake Pier, on Monday, but she was rescued by an Indian constable and sent to hospital.

An old woman residing in the Wanchai district has informed the police that she gave a pair of bangles, valued at \$15, to a man to pawn for her, and that the man has failed to return.

H.M.S. *Tamar*, receiving ship, has gone into dock, and in view of the recent announcement that her place in the harbour is to be taken by H.M.S. *Triumph*, now on the way out, we suppose she is unlikely to return to her old moorings.

The *Tatung*, managed by the Red Cross Society and chartered by a wealthy Chinese gentleman in Nanking who has been touched by the pitiable condition of the innocent inhabitants of the city, arrived in Shanghai last week after many difficulties up river. She brought down 200 wounded and 2,300 refugees, who were landed on the Nantao Bund.

Lieut. Owen St. A. Botsford, formerly of the U.S.S. *Colorado* but lately of the U.S.S. *Quinn*, died at the General Hospital, Shanghai, after a brief illness contracted at Hankow, at the early age of 23 years. The body is to be conveyed to Detroit, Michigan, for interment, but a burial service was held at the Bubbling Well cemetery which was largely attended by naval officers and men from all the American, British, German, Italian, Austrian, French, Japanese, Russian and Netherlands ships, many ladies, American and other Consular representatives and others being present. The deceased officer was married, and the deepest sympathy is felt for the young wife who was with him at the time of his death.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FALL OF NANKING.
GOVERNMENT TROOPS ENTER THE CITY.

SHANGHAI, September 2nd.

Nanking has fallen after a heavy bombardment.

Numbers of rebels escaped by the south gate, but the remnant of the famous rebel "Die-hard" regiment still held out at Lion Hill. Fighting is proceeding in the streets.

Chinese telegrams state that General Chang Huan in command of the Government troops gained an entrance by dynamiting the city wall. With this explosive he made a breach of some twenty-four feet, and through this space the Government troops made a successful entry, the rebel troops making their escape by the South Gate.

THE PANAMA CANAL.

LAST BARRIER BLOWN AWAY BY DYNAMITE.

NEW YORK, September 2nd.

The last barrier between the Pacific Ocean and the Panama Canal was blown away by dynamite in the presence of a great throng, including the officers of the British battleship *New Zealand*. The incoming tide completely filled the Canal between Gamboa Dike and Miraflores Locks. The dredgers on Tuesday begin to remove the last barrier at the Atlantic end, and when completed ships will be able to navigate the locks at both ends.

THE DUBLIN RIOTS.

CORPORATION DEMAND IMMEDIATE ENQUIRY INTO CONDUCT OF POLICE.

LONDON, September 2nd.

The Dublin Corporation has passed a resolution demanding an immediate enquiry into the conduct of the police during the riots.

The Lord Mayor declared that if the authorities refused he would himself conduct an enquiry, and appealed to the citizens not to gather in the streets.

On Monday night 433 civilians were conveyed to hospital, and 45 police were injured.

A general lock-out is threatened. A large firm has forbidden their employees to wear their Trade Union badges in their working hours.

Although up to the present the position is quiet, the people are resentful at the severity of the police and fresh riots are feared.

A later message says that except for isolated stone-throwing Monday night passed off quietly in Dublin.

WAVE OF PATRIOTISM IN MEXICO.

MEXICO CITY, September 2nd.

A wave of patriotism appears to be sweeping over the country. President Huerta is daily receiving offers of services from men, and the War Department has been requested to furnish instructors for the various cities. A delegation of planters from Morelos presented President Huerta with three million pesos.

THE BRITISH OLYMPIC APPEAL.

LONDON, September 2nd.

Americans express alarm at the British Olympic appeal, and have grave qualms regarding the uses to which the money will be put. The American Olympic Secretary says that America may withdraw.

The British Olympic authorities, however, affirm that no country will withdraw, and say that the employment fund will be devoted to training facilities, expert advice, etc., and that the Amateur Athletic Association are working with the Olympic Committee. The strictest amateurism will be maintained.

THE DESTRUCTION OF KILLARNEY HOUSE.

LONDON, September 2nd.

Killarney House, the seat of the Earl of Kenmare, is still burning, and all hope of saving any portion has been abandoned. The damage is estimated at £400,000.

[THROUGH REUTER'S AGENCY.]

THE ATTACK ON THE CAMEL CORPS IN SOMALILAND.

NARROW ESCAPE OF THE BRITISH.

LONDON, September 2nd.

A letter published in the *Daily Express* by Mr. Dunn describes the disaster in Somaliland when the British camel corps was attacked by Derwishes. It says that the fight began at 7 o'clock in the morning and lasted for five hours. The Derwishes opened fire at 300 yards and came right up. "Two were killed among us," writes Mr. Dunn. "Twice the Derwishes nearly annihilated our force, but retired at the critical moment. Sixty per cent. of our men were shot, and only the exhaustion of the Derwishes' ammunition saved the British. The spearmen would have inevitably rushed us if they had been brought up."

BRITISH ARMY AIRSHIP FLIGHT.

FROM MONTROSE TO LIMERICK.

LONDON, September 2nd.

Four army airmen flew from Montrose to Limerick to attend the manoeuvres. They descended simultaneously and received an ovation.

AN AERONAUTIC ACROBAT.

PARIS, September 2nd.

The French aviator, M. Pegoud, who is noted for his neck-risking feats, successfully turned a somersault in the air at a height of 3,000 feet with a monoplane.

THE CADET MOVEMENT IN VICTORIA.

MELBOURNE, September 2nd.

Of 17,194 youths of eighteen years of age due to join the Australian citizen army, 16,849 have responded.

THE KAISER'S GUEST.

LONDON, September 2nd.

The Prince of Wales is on a three days' visit to the Kaiser, who escorted his Royal guest to the Old Castle, pointing out its historic features.

THE MAGISTRACY.

ARMS AND AMMUNITION.

Mr. F. A. Hazeland imposed fines of \$250 on each of three men who were charged with being in possession of arms and ammunition.

ALLEGED ILLEGAL POSSESSION OF MORPHINE AND COCAINE.

Mr. Orme fixed Monday and Tuesday next for the hearing of a charge against George Leopold Duncan of being in unlawful possession of 198lbs. of morphine and 510 ounces of cocaine. Mr. P. W. Goldring appears for the defence and the Crown Solicitor (Mr. Hodgson) for the prosecution.

OBSTRUCTION IN MURRAY ROAD.

Messrs. Hill, Bergdahl & Company were charged, being the owners of a truck, with causing an obstruction in Murray Road. A European representative of the Company appeared. Inspector Penton said this was a very busy thoroughfare, and was always blocked up during the day by coolies leaving trucks there unattended. A fine of \$5 was imposed.

THE OWNERSHIP OF A PONY.

Mr. J. H. Gardiner appeared before Mr. Hazeland in a case in which Alim Khan was charged with allowing a pony to stray, and said he understood that the charge had been withdrawn, as his client denied ownership of the pony. His Worship said that he was given to understand that the pony was a rather good one, and the best thing to do was for the police to sell it, to defray the impounding fees. Mr. Gardiner could not very well object to that. (Laughter.) The charge was withdrawn.

OPIMUM AT A PEAK RESIDENCE.

Three Chinese appeared before Mr. Orme at the Magistracy yesterday to answer charges of being in unlawful possession of opium. As a result of a raid on the servants' quarters at No. 6, The Peak, the residence of Mr. H. W. Bird, 2 tins 3 mace of prepared opium, 18 tins 2 mace of dross, and 20 tins of compound opium were found. The No. 1 houseboy admitted possession of the whole quantity, and he was fined \$1,000, or twelve months' imprisonment. The other two men were discharged.

RUM (MALACCA) RUBBER ESTATES.—The report for the year ended March 31st shows a net profit of \$2,389, which is proposed to carry forward. The crop of rubber harvested for the year amounted to 83,913lb., against an estimate of 70,000lb. Of this quantity over 64,000lb. have been sold at a gross average price of 3s. 7.66d. per lb., as compared with 4s. 6d. per lb. for the previous year.

SUPREME COURT.

Tuesday, September 2nd.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM REES DAVIES (CHIEF JUSTICE).

INVALID REQUEST UNDER A CHINESE WILL. *Re Ho Tsun San*, deceased, and in the matter of an action between Ho Au Shi and another and Ho Tse Tsun and another, the Court was asked to give a ruling with regard to a bequest for ancestral worship made under a Chinese will.

Mr. M. W. Slade, K.C., instructed by Mr. Walker (of Messrs. Deacon, Looker, Deacon & Harston), appeared for the plaintiff, Mr. E. H. Sharp, K.C., instructed by Mr. P. W. Goldring (of Messrs. Goldring & Russ), represented the first defendant, and Mr. C. G. Alabaster, who was instructed by Mr. C. A. S. Russ on behalf of Mr. R. A. Harding, appeared for the second and third defendants.

Mr. Slade stated that the four parties to the suit represented the four original beneficiaries of the will of Ho Tsun San, deceased. This was a special case for the opinion of the Court as to whether or not a clause in the will was valid and took effect on the properties referred to therein. Counsel stated that the original plaintiff was Ho Tse Yee, who died after the action was commenced, and that nearly all the parties had died in the course of the action. The action was brought by one of the executors against his co-executors. The property comprised in the estate was in the hands of a receiver appointed by the Court, and consisted almost entirely of leaseholds.

A rough valuation given by the receiver put its value at \$270,000 odd. There were funds in Court to the value of \$8,000 and pure personality to the value of close on \$9,000. The question on which the opinion of the Court was asked was as to whether the bequest for the ancestral worshipping fund was invalid as offending against the rule of perpetuities; and, if it was deemed invalid, whether an inquiry should be ordered as to who was the next of kin. He submitted there could be no doubt whatever so far as regarded the leasehold estate. His Lordship—Is the rule of perpetuities in force here?

Mr. Slade—Yes, that has been decided many years ago. Counsel referred his Lordship to a decision of the Full Court reported in volume 6 of the *Hongkong Law Reports*, and said it was held by both learned members of the Full Court that the rule against perpetuities was in force in the Colony, and that it applied to leaseholds.

His Lordship—That being so, that really decides the question as far as the question of leaseholds is concerned.

Mr. Slade—I think so, and with regard to pure personality the decision of the Court was the same, but it was not unanimous.

His Lordship—Apart from leaseholds, what is the personality?

Mr. Slade—Roughly speaking, \$9,000 in shares and \$8,000 money in Court.

His Lordship asked if the will in question was prepared by a solicitor.

Mr. Slade—No. It is a Chinese will. With regard to leaseholds, there can be no question that the rule of perpetuities applies, but there is a possible doubt with regard to pure personality.

Mr. Alabaster pointed out that in the local judgment to which his Lordship was referred the presiding judge had a casting vote, so the decision really amounted to two judges against one.

Mr. Sharp said the case had been discussed by the different parties, and their views were identical. With regard to the application of the rule against perpetuities as far as personality was concerned he submitted that the decision of the Full Court was binding on his Lordship. Counsel referred his Lordship to the Privy Council judgment in the Penang case of Yeap against Ong, and stated that though it was not expressly stated that the principle extended to pure personality, in the language of the judgment there seemed to be no doubt about it.

Mr. Alabaster said he took the same view as his colleagues. With regard to the question of personality there was the binding judgment of the Full Court, and, in point of fact, the shares were of such small moment that probably they would be swallowed up in costs.

His Lordship made the order as prayed, with liberty to apply, and the costs of all parties will come out of the estate.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUNISHMENT JUDGE).

A QUESTION OF IDENTITY.

Action was brought by Chau Yu Man and Chau Yu Ting against the Yau Hip firm to recover the sum of \$20.11, being balance due for rice sold and delivered.

Mr. F. Mason appeared for the plaintiff, and defendant was represented by Mr. C. A. Sutherland Russ.

Mr. Mason, in opening, said he did not think there was any dispute as to the items of account, but a dispute would arise on the question of identity: as to whether Chau Yu Man, the person who was served with the writ of summons, was the manager or owner of the Yau Hip firm. The whole question would turn on that, and after proving the debt he would endeavour to prove that the person named was the owner of the firm mentioned.

After hearing evidence his Lordship entered judgment for the plaintiff with costs.

ROYAL HONGKONG GOLF CLUB, FAN LING.

JULY COMPETITIONS.

ROBERTSON CUP.

J. W. C. Bonnar ... 101—27—79
W. D. Kraft ... 91—5—86

27 entries.

POOL.

J. W. C. Bonnar ... 101—32—79
K. M. Cumming ... 82+ 0—82
G. M. Orme ... 100—18—82
Rev. Foster Pegg ... 85+ 0—83
R. O. Hutcheon ... 93+ 0—83
Capt. James ... 93—15—84
R. Hancock ... 101—15—85
W. D. Kraft ... 91—5—86
C. H. Tyrell ... 107—18—89

119 entries.

INTERPORT SWIMMING.

SECOND DAY.

The Interport Swimming Gala was continued on Friday (says the *N. L. Daily News*), three important events being decided in the lake at Hongkong Park late in the afternoon. Unfortunately the arrangements were not particularly well laid, and the great event of the day, the half-mile championship, was completed almost in total darkness. There was a very large attendance of spectators, both sides of the water being crowded.

All the events went to Hongkong, these being the high dive, throwing the polo ball, and the 880 yards. Gunner Colmer bore out the reputation that preceded him, for he won the throwing of the polo ball with all the ease imaginable. The distance he achieved was 63ft., and Pte. Farmer, also of Hongkong, was second with 50ft. In the high diving M. A. R. Souza, of Hongkong, was very properly given the verdict, for he thoroughly maintained all the essentials in diving.

Twilight had already set in when the five contestants for the half-mile were got away. These were C. J. Cooke and J. C. Finch, of Hongkong and R. Berthet, E. D. Edmondson and F. Remedios, of Shanghai. At the very outset Finch went to the front showing a magnificent even stroke. At the conclusion of the second length he enjoyed a lead of about eight yards, and Cooke and Berthet following with only a yard between them. In the fast gathering darkness Finch could be dimly seen improving his lead, and when the last two laps were entered upon he was at least twenty yards ahead of Cooke and Berthet who still struggled for second position. At the turn the latter two got away together. Meanwhile Remedios, who had swum pluckily for half the distance, gave up, while Edmondson struggled on more than two hundred yards behind the leaders. He was never in the picture and he also gave up after six lengths had been traversed. Finch finished an easy winner and he was as fresh as the proverbial daisy when he left the water. He won by more than forty yards and his time was 13min. 33.4/5secs. Cooke and Berthet fought for second place up to the last, and the latter just managed to win by a touch. It was a great race, but marred by the darkness.

THE EVENING EVENTS.

The programme for the second evening attracted another large crowd. Keen interest was taken in all the events, and the two principal ones aroused enthusiasm. The final for the breast stroke handicap provided a fine race for the opening of the programme. The three competitors were almost in a line two yards from home, and in the end the three were only separated by inches. Alves gaining a very popular win. The next event—the two lengths handicap—was also a good race with a sporting finish. Connor took a good lead and on the turn was well ahead, but F. Remedios overhauled him in the last few yards. Shanghai was represented by five competitors in the Neat Diving Interport Championship, and Hongkong by three. Several of the men gained close upon the maximum number of points, E. and R. Berthet, J. F. Marques (Shanghai) and M. A. R. Souza (Hongkong) giving fine examples of diving. R. Berthet and M. A. R. Souza were level on points, and were called upon to decide the match. In one of his dives Berthet made an unfortunate twist before entering the water, but Souza neutralized such advantage as this would have given him by making a similar fault. In the end Berthet was judged the winner, the announcement being greeted with a storm of applause. The 230 yds. Interport Championship was interesting to watch, though the result was never in doubt. Finch went away directly after the start and increased his lead rapidly. For a time R. Berthet held second place, but was gradually overhauled by Cooke. Finch Berthet by great ease, and Cooke headed Berthet by a useful couple of yards. The time, 2.51, is an excellent achievement. In its early stages the Great Britain-Portugal team race seemed likely to provide a close finish, but Fetherstonhaugh was left with a good start on the last length and won anyhow.

A crowd of "sports" in fancy costume amused the spectators with a number of amusing and diving events not on the programme, and J. Wilson was awarded a prize for the best costume. The programme closed with an interesting "scratch" water-polo game.

IF CHRIST CAME TO HONGKONG!

MAN-MADE THEOLOGY IN EVERYDAY LIFE.

[FROM A CORRESPONDENT.]

"Change and decay in all around I see," so runs a line in one of our most beautiful evening hymns.

In the material world, change and decay are inevitable. If we are not to jettison the whole theory of evolution, and I, for one, see no reason why we should, we must regard change as an inevitable part of life. Every thoughtful man who takes the trouble to look around him has to admit that everything he sees is passing through the various stages of evolution, and to most of us it is a matter of opinion whether the change is for the better or for the worse of humanity. In the spiritual world, in the realm of religious thought, there has been, and is still going on, a remarkable change—a transmutation of ideas and ideals that is inevitable in view of the great advance in scientific knowledge during the past century. The tendency of the present day is to break away from the unsubstantiated assumptions of dead theologians and the creeds and dogmas they drew up for the guidance of human conduct. The "religion" of the churches and churchmen is passing through a period of stress, and men who have the good of humanity at heart are wondering what will be the result. It is not so much that mankind is better educated to-day and is not content with old theories and the restrictions imposed by the churches—though there are nowadays a large proportion of well-educated men in the world; but men are beginning to recognise that the changing conditions of civilisation are bringing to the surface social problems that cannot be thrust back into the depths, problems that the religions of warring sectarians seem to be incapable of solving. These problems, it is felt, must be tackled from a different standpoint than that of the churchmen; and whether we call it socialism or any of the other "isms" in everyday use a new force must be introduced to deal with the new conditions where they are detrimental to the public well-being. So much by way of preamble.

I have been reading two new books dealing with religion in everyday life. They are not religious books in the old accepted sense of the word "religious," but novels, and appear in Messrs. Macmillan & Co.'s Empire Library. Were it only for their analysis of present-day Christianity and its apparent inadequacy to deal with social problems, they are both worth reading and pondering. Both are brimful of suggestion to the nimble-witted. Both indicate the crying need for emancipation from formalism and more sacerdotalism. Both hit hard at the exponents of Christianity—the present-day Pharisees, the men in the pulpits and the men and women in the pews. Both call for the revision of so-called Christian ideals and the shaking off of effete creeds and illogical dogmas.

The first of these books is written by one of the ablest novelists of the day—the American, Winston Churchill, author of "Richard Carville" and "The Crisis." It deals with some riddles of the twentieth century, as exemplified in the social and church life of an important Middle West town in the United States of America. The central figure is the Rev. John Hodder, who is called from a country parish, where he has been complacently preaching the comfortable doctrines of the Episcopal Church, to take charge of the fashionable church of St. John. At the head of the vestry is Eldon Parr, one of those typically American "strong men" the author delights to portray. Other members of the vestry are mostly dependent upon Eldon Parr and his schemes for their riches and their positions in the town. By his financial manipulations, Parr has amassed great wealth, but he is not happy. His son, the apple of his eye, who, he hoped, would carry on his schemes, becomes infatuated with a shop girl, is parted from her by his father, goes out into the world to lead a reckless life, and finally dies as the result of his excesses upon his return to his native town. Parr's daughter leaves him in order to carve out an independent career, and a pathetic picture is drawn of the lovely rich man, surrounded by all the outward evidences of wealth, the arbiter of the fate of huge commercial concerns and of the destiny of thousands of his fellowmen, yet bankrupt of that human affection and respect and true spiritual grace which bring the highest form of peace and contentment to the soul. What does it matter that he gives liberally to the church and its activities? As John Hodder realises, when he is driven to doubt because his preaching does not "move" his congregation, there is something lacking in this conception of Christianity. Men and women may be

ruined by the clever man's manipulation of stocks and shares, by the flotation of huge organisations for the production and control of wealth, by the payment of wages that make the living of pure and holy lives impossible and resort to drink and immorality almost inevitable; and no amount of free-will offerings to the church and its institutions will ever wipe out the black stain or undo the evil that has been wrought. John Hodder's experiences in that Middle West town are the experiences of all true Christians throughout Christendom. In a general way, we call ourselves Christians and automatically assume a superiority over "the benighted heathens" by whom we are surrounded; but how would our Christianity stand the test if the Founder of our faith were to come down to Hongkong?

John Hodder is troubled over the dogmas of the church, and at one time is in danger of leaving it. It is Eldon Parr's emancipated daughter who induces him to remain, and her influence develops in him that personality which is the making of all successful preachers, and, for the matter of that, of all successful men I know.

"Why do you insist on what you call authority?" she asks. "As a modern woman who has learned to use her own mind, I simply can't believe, if the God of the universe is the moral God you assert Him to be, that He has established on earth an agency of the kind you infer, and delegated to it the power of life and death over human souls. Perhaps you do not go so far, but if you make the claim at all you must make it in its entirety. There is an idea of commercialism, of monopoly in that conception which is utterly repugnant to anyone who tries to approach the subject with a fresh mind, and from an ideal point of view. And religion must be idealism—must it?"

"Your ancient monks and saints weren't satisfied until they settled every detail of the invisible world, of the past and future. They mapped it out as if it were a region they had actually explored, like geographers. They used their reason, and what science they had, to make theories about it which the churches still proclaim as the catholic and final truth. You forbid us to use our reason. You declare, in order to become Christians, that we have to accept authoritative statements. Oh, can't you see that an authoritative statement is just what an ethical person doesn't want? Belief—faith doesn't consist in the mere acceptance of a statement, but is something much higher—if we can achieve it. Acceptance of authority is not faith, it is mere credence, it is to shirk the real issue. If we knew, there would be no virtue in striving. If I choose a God, I cannot take a consensus of opinion about Him—He must be my God."

The majority of people in St. John's are no more Christians than I am. They attend service once a week, and the rest of the week they are bent upon getting all they can of pleasure and profit for themselves. Do you wonder that those who consider this spectacle some- thing to the conclusion that either Christianity is at fault, is outworn, or else that it is presented in the wrong way?

The outcome of Hodder's mental and spiritual searchings and unrest is that he takes to slum work, where he is constantly coming into contact with the baneful effects of the operations of his vestry-men and principal seatholders. He submits himself to a course of study of writers not strictly orthodox, and eventually preaches a sermon which brings a hornet's nest about his ears and threatens St. John's with disruption.

"The Inside of the Cup" is a book that will make men and women think. In spite of its enunciation of unorthodox views, I do not think it will drive a single follower of Christ from the church. Nay, rather will it confirm them in the true faith, will broaden their outlook on humanity, and lead them to better works and a truer conception of the ideal Christianity.

It is a coincidence that a book written in a different strain but travelling over some of the same ground should appear simultaneously dealing with problems of Irish life and religion. *Father Ralph*, by Gerald O'Donovan, is a severe indictment of Irish Catholicism.

The son of a retired army officer and a pious mother, Ralph O'Brien, before his birth, was dedicated to the church. His mother and nurse imbued him with the idea that he had a "vocation." His education was directed to this end. From the hands of the Jesuits, he passes into a church seminary in the country, and on to Maynooth, where he is initiated into the priesthood. This step leads to the insanity and death of his father. Exercising his influence over the widow, the bishop succeeds in depriving Ralph of his patrimony, and when the young priest, desirous of improving the condition of the people of Bunnahone, runs counter to the interests of the bishop, the League, and the gombeen men, he is denounced and obliged to abandon the church, and goes out into the world a beggar and covered with the ignominy which follows an unfrocked churchman. Mr. O'Donovan's book is sure to give rise to much controversy. He writes as one with inside knowledge. If the picture he gives of the working of a church seminary, of the education imparted at Maynooth, and

the conduct of the novitiates, nuns and priests are anything like correct, then it is easy to understand how it is that Ireland is one of the most backward countries to-day. The priests flirt, drink and gamble, are ignorant and illiterate; and here again we find the church organisation interfering in secular affairs to the interest of the men who are dependent upon for money to maintain the church and its satellites and to the detriment of the common people. "For power and money it (the Church) was sacrificing the heritage of the saints. It no longer made an effort to express this living faith. For a religion that embraced all life it was busily substituting formulas to buttress its own power." According to Boyle, one of the characters,—

"The Church has reduced social torture to a fine art. Why, even a layman like me can only escape it by burying himself somewhere. Do you think I could live in Dublin, or anywhere in Ireland once the Church had definitely attacked me? I feel a new man since the chance was offered me of escaping it all—innuendoes, secret accusations, efforts to prevent my work, defamation and calumny, persistent, continuous. My Lord!" he said excitedly, "I have come to believe that the organised Church is itself the devil with whom it is always threatening people."

Not all his fellow priests are depraved hypocrites, however. Some of them are full of that grace and loveableness that we are wont to associate with the cur—beneficent fathers and true benefactors of the people, imbuing them with spiritual grace and implanting in them the "self-reverence, self-knowledge, self-control" that "alone lead life to sovereign power." God help Ireland or any other country whose priesthood uses its influence to keep the people benighted and weeds them to their vices in order to benefit from them. I must not be misunderstood. I do not inveigh against the Roman Catholic Church. I am well enough aware that religious persecution and intolerance are not confined to one particular church. Were there not the "unco guid" of Robbie Burns' time? There are hypocrites in all the churches; and yet one is fair to believe that good really predominates and that all the churches, albeit that they need to refurbish their dusty dogmas, are really working for the moral and spiritual regeneration of the people. Ralph O'Brien thought so, and strove hard to believe that the good would eventually overcome the evil. In his own case, however, the reverse happened, and he is not the only one who has been driven out of a church organisation because he could not swallow dogmas or submit to methods that are absolutely unchristian and wholly intolerable.

Father Ralph takes, perhaps, a narrower view of the subject than *The Inside of the Cup*. Necessarily so, because its shafts are directed against a particular denomination, and probably it is the outcome of personal experience. That is certainly the impression it creates in the mind of the reader.

In one of his reflective chapters, the author depicts Ralph reviewing his past experiences:—

"He thought again of his past, clearly and rapidly. Scales fell from the eyes of his mind. The God he had been groping for was within him all the time. He had been in the hearts of those who sought him from the beginning. Christ came to point out the way anew. He was the Way, the Truth and the Life, disclosing new treasures as the minds of men grew, and their hearts expanded. The spirit of God moved and grew on earth, notwithstanding the vain attempts of men to check it. An out-of-date man-made theology could as little narrow the idea of God as it could, by a foolish decree (a recent Papal decree on modernity is evidently hinted at here), stop the earth and the sun in their courses. A Church that was a true Church, garnering and distributing all the spiritual riches of her children, could do so much for the real life of the world. But instead of being a light, this Church had claimed his allegiance, cast a pall over the mind, set up barriers instead of breaking them down, drove men out instead of opening her gates wide; men cried aloud for bread and they were offered stones."

"The fault lay not only with her theology and philosophy, but with her whole spirit. Not only were the minds of her children fettered, but their hearts were crushed. Love and pity had flown away with knowledge. A monstrous organisation, self-seeking, material, thinking only of itself, had taken the place of the men of God whose lives manifested the

God they experienced. The heaven of holiness still worked in the Church, in odd out-of-the-way places, and he had picked up a crumb of food here and there, dogmas and dogmas, and laws, and regulations had not killed all life. The immense complex machine of pope, cardinals, priests, ecclesiastical officials, bishops, for the most part, had here and there a wheel instinct with the life of the spirit, that kept in touch with the growing needs of humanity."

It was after coming to this conclusion that Ralph was driven out of the Church, beggared and denounced, and out of his fatherland to seek a living elsewhere. If *Father Ralph* is a true reflex of the conditions of life and church in Ireland, is it any wonder that men are shaken in their faith? There will never be another Inquisition, but church organisations, without as I have already said, discrimination as to creed or denomination, can be just as cruel and cruel instead of attract men to the Christian faith.

Again I ask:—If Christ came to Hongkong, how many of us would pass the test which would enable us to become His disciples?

SHIPPING NOTES.

The Dairen Steamship Co. which now maintains a service between Dairen and Tientsin is contemplating a service to Shanghai and Canton when two new steamers now building for them in Japan are delivered.

A reorganisation of the Ellerman Lines is about to take place. Part of the scheme is that the Ellerman Lines (Limited) will acquire from Sir John Ellerman his interest in the Bucknall Steamship Lines, including the 1,000 management shares on which the dividend for the past year was £200,000. Included in the purchase are some £42,000 of the Bucknall Preference shares. The Ellerman Lines Preference shares are to be increased to £100,000, and are to have a guarantee separately invested, of £100,000. An issue of £1,200,000 new Five and Half per cent. Preference shares is to be created and the existing ordinary capital is to be increased to £1,250,000, and to be entitled to a dividend of 6½ per cent., and called Preferred Ordinary capital. An issue of £50,000 Deferred Ordinary shares is to be created and to be taken up by Sir John Ellerman as part of the scheme. The Ordinary shareholders are to receive a bonus of £1 in cash or £10 in Five and Half per cent. Preference shares and £1 in cash. Sir John Ellerman will take such dividend as the profits for the 21 months ending September 30th next permit. He will take shares in respect of the sum of £350,000 which he advanced to the company, and, in addition, he sells his interest in the Bucknall Lines for £350,000 Preference Shares and £40,000 out of the £50,000 Deferred Ordinary shares. He undertakes certain obligations with the object of putting the company on the soundest footing possible, including subscribing for further shares to the extent of £200,000 and also taking up and subscribing for such of the Bucknall Debentures when they fall due as the company may then wish him to do.

The Ellerman Lines will almost be alone among the large shipping companies, in that it will have no debentures of any kind outstanding and will be the owner, including estimated tonnage now building of 77,800 tons, of 563,222 tons. For the past three years the company has been the largest payer of dues to the Suez Canal Company. It is interesting now to recall that the Ellerman Lines is a continuation of the old Leyland Line, the shares of which were bought by the International Mercantile Marine Company, on the basis of £57 per £10 share. Only those who were shareholders of the old Leyland Line at the time of the sale were allowed to subscribe to the Ellerman Lines, and the value of the shares of those who then subscribed has now been more than doubled. It may be noted that the Bucknall Lines is being taken over at less than two years' purchase. The scheme has apparently been well received, for since it was announced to the shareholders the shares have advanced from £16 to £20. When Sir John Ellerman took over the management of the Bucknall Lines in December, 1908, the liabilities of the lines, including the Preference capital, were £913,000, and although several new steamers have been added to the fleet in the interim the amount has been reduced to £371,000.

WORKMEN'S INSURANCE IN JAPAN.

NEW LEGISLATION FORESHADOWED.

The Japanese Government is said to have found it necessary to introduce a system for the compulsory insurance of workpeople side by side with the new Factory Law. For this purpose experts have been sent to Europe and America to study the systems in operation there, and a Bill has now been drafted based on the reports of the experts sent abroad. The Bill is said to be chiefly based on the German system. *Japan Chronicle*.

PRISONERS ESCAPE AT MACAO.

At about 7 o'clock on Sunday eleven notorious prisoners succeeded in escaping in a most daring manner from the Macao Gaol, and up to yesterday morning only three of the men had been recaptured. The prisoners were confined in cells almost in the centre of the prison, and after forcing two iron bars they squeezed through a window. They had to pass along several corridors in which warders were supposed to be stationed, but they reached the entrance gates unchallenged and "made haste to depart." Our correspondent believes this to be unprecedented in the history of the prison, and it is incomprehensible how eleven men could evade the "vigilance" of the warders in such a way. A strict enquiry into the occurrence is obviously desirable.

THE SALT GABELLE.

FOREIGN SUPERVISION OBSTRUCTED.

SMALL REVENUE RECEIPTS.

PEKING, August 28th.
M. Kroupensky, Russian Minister, and Mr. B. Alston, British Charge d'Affaires, on behalf of the five Legations of the Quintuple Group bankers, yesterday called upon the Premier and made formal representations on the subject of the reorganization of the Salt Gabelle. They pointed out that the administration was now vested in the Ministry of Finance, and that a special department was created under the terms of the reorganization loan agreement, by which the executive function was vested in a foreign associate. The Inspector-General's Department was denied administrative powers, and treated merely as an Audit Office. The two representatives demanded that the terms of the loan agreement should be made operative and that Sir Richard Dane and his Chinese associate be permitted to proceed with the reorganization.

THE PREMIER'S REPLY.
Mr. Hsiung Hsi-ling, the Premier, replied that he had only recently taken up office, and that he was not in a position to discuss the subject exhaustively. He made it clear, however, that he did not share the views of the two representatives, and that the Government intended to continue to deny the right of the Inspector-General's Department to assume administrative powers. According to the Chinese estimates of the revenue of the Salt Gabelle embodied in the prospectus of the Crisp loan, £14,000,000 is available annually, which is roughly equivalent to \$12,000,000 every two months. The investors in the Crisp and Quintuple loans will be interested to know that the receipt from the Salt Gabelle by the Central Government in May and June amounted to under \$300,000, or five per cent. of the estimate. This astonishing result is not due to the disturbed state of the country, for three-quarters of the salt producing regions are under the complete control of the Government. *N.Y. Daily News*.

NEW PREMIER'S POLICY.

IMPORTANCE OF FINANCE.

PEKING, August 27th.
Hsiung Hsi-ling, the new Premier, in an interview granted to a representative of the *Osaka Asahi Shimbun*, said that he had been guided in all the positions with which he had been entrusted, including the last one at Jehol, only by patriotism, and that he had always been deeply interested in all the affairs of the nation. The main point for China at present was the reorganization of her finance, which was a matter of the utmost importance for all settled States. For this reason he had himself taken charge of the Ministry of Finance. "When we have settled the finance of China," he said, "all other things can be easily settled. I shall use all my influence to strengthen the Central Government and I shall carry through this task jointly with the Parliament. The time for beginning this work is most favourable at the moment when the rebellion in the South is as good as suppressed."

PROVINCIAL ADMINISTRATION.
"It has been decided," he continued, "to divide China into five or six large military districts. The Tatars will be disposed with, and all other provincial affairs, in addition to the military, will be under the control of the Civil Governor. The officers will be retained, as the present division of the country into provinces will also be retained. The plan of establishing districts directly dependent upon the Central Government has been abandoned. "I am firmly convinced that as soon as order is restored in the provinces the latter will again send regular contributions to the Central Government. The reorganization of provincial administration can be expected within the very near future. The leaders of the rebellion have fled and loyal officers are now in charge of all provinces."

THE BELGIAN LOAN.
The Premier concluded by stating that he had no official knowledge of the alleged new Belgian loan. He did not consider it very probable that such a loan had been closed, as its subscription must be a failure for the time being, in view of the agreement with the Quintuple Group, which provides that no bonds of other loans shall be issued before February 15th, 1914.

ANGLO-JOHOE RUBBER ESTATES.—The report states that, in spite of the fact that Mr. Dundas-Moat and Mr. Turner found a considerable number of trees available for tapping not being tapped, the amount of rubber harvested amounted to 71,833lb., against the former manager's estimate of 60,000lb., being an increase of 3,833lb. over the prospectus estimate. Of this output over 48,000lb. have been sold on the London market at prices realizing a gross average of 3s. 5d. per lb., as compared with 4s. 7d. for the previous year. The first profit for the account companies the balance sheet and shows a debit balance of £1,372.

LADY LEAVES £750,000.

£135,000 IN DEATH DUTIES.

Mrs. Marion Pender Smart, of Tunbridge Wells, wife of Dr. Francis Gray Smart (who survived her by only a few days), and widow of Mr. Thomas Jones Gibb and daughter of the late Mr. Edward Ford Duncanson (of the firm of Gibb, Livingston & Co.), left estate of the gross value of £750,442, of which £608,419 is net personally. The duties on the property at this valuation will amount to about £135,000.

By her will the testatrix left:—£20,000 to her husband "in loving remembrance, and it is my hope that he will use the same for making further provision for the Dr. Smart Homes which he proposes to found."

£2,000 to the Tunbridge Wells Homeopathic Hospital absolutely, and a further £10,000 to that institution conditional upon a wing being built in memory of her husband and called "The Frank Smart Wing."

£5,000 to the London Homeopathic Hospital.

£2,000 to the Royal National Lifeboat Institution.

£2,000 to the United Kingdom Beneficent Society.

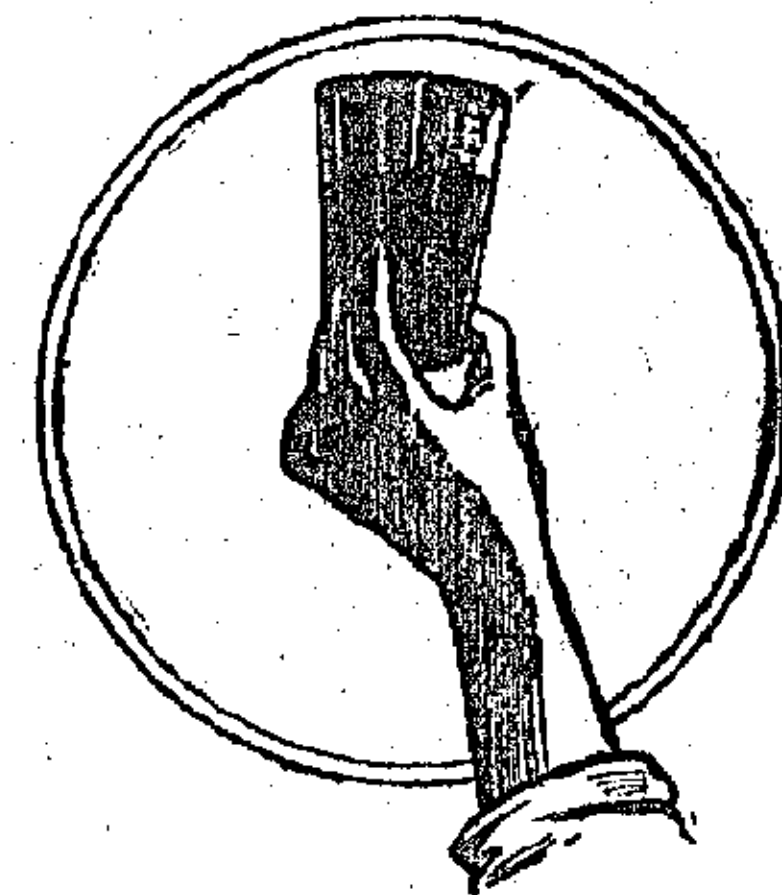
£2,000 to the British and Foreign Bible Society.

£2,000 to the Biddowen's Domestic Mission, Russell-square, W.C.

Subject to numerous other bequests, Mrs. Smart left the residue of her property to her nephew, Thomas Jones Gibb Duncanson. There are also twelve bequests of £1,000 each and others of £500, mostly to London charities, and the testatrix further made bequests to her servants.

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S

"WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

TIENSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 12. Telephone No. 12.
Telegraphic Address: "PRESS."
Cables: A.B.O. 5th Ed., "Liber's."

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP CO. LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on WEDNESDAY, the 24th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June 1913.

The TRANSFER BOOKS will be CLOSED from the 10th to the 24th of September, both days inclusive.

DOUGLAS, LAIRDALE & Co., General Managers.
Hongkong, 2nd September, 1913. [162]

BY ORDER OF THE EXECUTORS

of the
Will of the Late MR. JOHN HUGHES LEWIS.

PUBLIC AUCTION.

MESSRS. N. MOALLE & COMPANY, of AMOY, have received instructions to sell by PUBLIC AUCTION.

on MONDAY,

the 22nd day of September, 1913, at 12 o'clock noon, on the Premises,

The Following—
VALUABLE LEASEHOLD PROPERTY, IN ONE LOT,

Situate and being

PORTION of LOT No. 10 ON THE BRITISH CONCESSION, AMOY.

Particularly—

All that Piece or Parcel of Ground being part of Lot No. 10 situate at Amoy in China within the British Concession there and described on the Plan made by the Amoy Customs in 1884 as the portion belonging to Messrs. BROWN & COMPANY, which said Piece or Parcel of Ground is bounded on the North West side thereof by other Portion of the same Lot described on the said Plan as belonging to Messrs. JARDINE, MATHESON & COMPANY and measuring thereon 100 feet or thereabouts on the South East side thereof on a Street described on the said Plan as Sit Hin Street and measuring thereon 207 feet and 10 inches or thereabouts on the North East side thereof on the said Plan and measuring thereon 135 feet and 6 inches or thereabouts on the South West side thereof on the said Plan and measuring thereon 168 feet and 6 inches or thereabouts such Piece or Parcel of Ground being that Portion of the said Lot No. 10 purchased by FRANCIS CASS from Messrs. BROWN & COMPANY, on or about the 20th of June 1896, and transferred in the books of HER BRITANNIC MAJESTY'S CONSUL at Amoy into the name of the said FRANCIS CASS on the said date, for the residue of 101 years from 1st day of January, 1892, created by a Deed of Lease dated 3rd May, 1892, made between WILLIAM HENRY PEDDER, HER BRITANNIC MAJESTY'S then Consul at Amoy, of the one part and JOHN FORSTER & COMPANY of the other part.

Upon the said Piece or Parcel of Ground are erected two separate blocks of offices together with two separate godowns, and there is also an open space measuring 62 ft. 6 in. or thereabouts.

Proportion of Ground Rent \$50 per annum.

Particulars and Conditions of Sale may be obtained from—

MESSRS. DOUGLAS, LAIRDALE & Co., Hongkong and Amoy,

and also from

MESSRS. DEACON, LOOKER, DEACON & HANSTON,
1, Des Vaux Road Central, Victoria, Hongkong,
Vendors Solicitors,
and also from

MESSRS. N. MOALLE & Co.,
The Auctioneers,
Amoy.

[162]

U. S. R. C.

THERE will be an EXTRAORDINARY GENERAL MEETING at the CLUB Grounds on WEDNESDAY, Sept. 10th, at 5 P.M.

To discuss the repairs to the Club Building and any other Matters connected with this subject.

All Members are particularly requested to attend and to be punctual.

By Order,
T. M. WAKEFIELD, Capt.,
Hon. Secretary.

U. S. R. C.
Hongkong, 1st September, 1913. [162]

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. O. WURU.

S. MORIMOTO,
Agent.

TOYO KISEN KAISHA,
Hongkong, 25th August, 1913. [162]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, 8th August, 1913. [162]

ENTERTAINMENTS

UNDER the Distinguished Patronage of the OFFICER ADMINISTERING THE GOVERNMENT, The Hon. Mr. CLARKE SEVERN.

A GRAND PROMENADE CONCERT

WILL BE GIVEN ON THE HONGKONG CRICKET CLUB GROUND.

TO-NIGHT (WEDNESDAY),

The 3rd September, 1913, at 9.15 P.M.

At which several Ladies and Gentlemen have kindly consented to assist.

By kind permission of Major DUNN and OFFICER, the Band of the 2nd Batt. D.C.L.I. will play selections.

Tickets may be obtained at the HONGKONG CRICKET CLUB, and at Messrs. MOUTRIE & Co., Ltd.

Full Programme will be published later.

Hongkong, 1st September, 1913. [162]

THEATRE ROYAL.

GRAND CONCERT

AND VARIETY ENTERTAINMENT

UNDER the Distinguished Patronage of His Excellency THE HON. MR. CLARKE SEVERN, the OFFICER ADMINISTERING THE GOVERNMENT.

IN AID OF THE

DIOCESAN GIRLS' SCHOOL BUILDING FUND.

ON SATURDAY, 6th SEPT.,

at 9.15 P.M.

ASSISTED BY THE

2nd Bn. D.C.L.I. STRINGED ORCHESTRA.

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Late Cans to the Peak.

Hongkong, 21st August, 1913. [162]

INTIMATIONS

KULANGSU MUNICIPAL COUNCIL, AMOY.

APPLICATIONS are invited for the position of SECRETARY, and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOY.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.

Copies only of testimonials need be sent in with the application.

The successful candidate will Assume Office on January 1st, 1914.

He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.

The maximum salary to be paid to such Secretary will be \$250 (Amoy Currency) per month, with an annual increase of \$25 per month to a final maximum of \$300 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.

Applications must be endorsed "Appointment of Secretary"; addressed to "The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOY," and should reach Amoy not later than September 30th, 1913.

By Order of the Council,
Kulangsui, Amoy, 23rd July, 1913. [162]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East.

New School-House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster,
HERBERT L. BEER, L.C.F., [162]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 28 and 30, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RATTIGAN & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Chapest Store in the Colony.

An Early Visit Earnestly Solicited.
D. CHELLARAM,
Hongkong, 26th July, 1913. [162]

MASSAGE.

SKILLFUL. Safety in the General or Electric.

MISS MORITA,
Care of NISHIDA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.

Hongkong, 8th May, 1913. [162]

ON SALE.

FOUR VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1913, with INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 3rd July, 1913. [162]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

By BROADWOOD, DORNER, COLLARD, CHALLENGER, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below—

PIANOS

Upright Solid Mahogany by Challen & Son

Upright Solid Mahogany by Collard & Collard

Upright Solid Mahogany by Collard & Collard

Upright Solid Mahogany by Broadwood

Upright Solid Mahogany by Broadwood

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PUBLIC COMPANY

MESSRS. A. S. WATSON & CO., LTD.

S SHARE CERTIFICATE No. 6008 for

TWENTY FIVE (25) SHARES

numbered 7727 to 7751 inclusive fully paid-up,

standing in the Register in the name of JENOME

PRAGER of Manila, having been LOST or

DESTROYED, NOTICE IS HEREBY

GIVEN that unless the said Certificate be

produced at the Office of the Company,

Alexandra Buildings, Des Vaux Road Central,

Hongkong, on or before the 23rd September,

1913, New Certificate for the said Shares will

be issued and the Old Certificate will thereafter

be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd August, 1913. [160]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNEO OX TONGUES.

CORNEO BEEF.

CORNEO PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These are a few of the delicacies offered

for sale by

THE

DAIRY FARM CO., LTD.

[162]

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and

CATS.

FINEST VOILES, STRIPED, FLOWERS

and FANCY.

FINEST MUSLINS, PLAIN and DOTTED.

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for

Quality, Style and Prices.

HOOSAIN-ALI & Co.,

10, D'ARQUIER STREET.

Hongkong, 26th June, 1913. [162]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

It is really remarkable

that no one seems to have been struck by the fact that, in spite of the regular daily cleansing with tooth-pastes and pastes, the teeth, and particularly the back teeth, frequently become decayed and hollow. Is not that a convincing proof that tooth-pastes and tooth-pastes are on fairly inadequate for the purpose? Our teeth are not so obliging as to decay only in places where we can conveniently reach them with the tooth-brush. On the contrary, it is just in those localities which are difficult of access, such as the backs of the molar teeth, the interfaces between the teeth, hollows and crevices, that the decay and destruction of the teeth appear most frequently, and are most likely to occur. In consequence, if anyone wishes to preserve his teeth healthy—that is to say, to keep them healthy, this can be effected in one way only—by daily cleansing and rinsing the mouth and teeth with the antiseptic dentifrice Odol. During the process of rinsing, this preparation penetrates everywhere, reaching alike the hollows in the teeth, the interfaces between them, and the backs of the molars. Odol destroys the bacteria and arrests all bacterial and fermentation processes which attack the teeth.

945-10

Over 30 years ago the late Lord Brassey tested the benefits derived from HIRROD'S CURE, and every postholder of a similar letter today.

HIRROD'S CURE FOR ASTHMA

It is sold in this by all Chemists and Stores throughout the Country. Beware of Imitations.

APIOLINE
(CHAPOTEAU)

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to any other medicine.

CHAPOTEAU, 8, rue Vivienne, Paris.

THE NEW FRENCH REMEDY.

THERAPION No. 1
CURES DIARRHOEA, COLIC, STOMACH DISTURBANCES.

THERAPION No. 2
CURES BRUISED LIMBS, RASHES, SKIN AFFECTIONS.

THERAPION No. 3
CURES CHOLERA, HEMORRHOIDS, LITHIASIS, GOUT, RHEUMATISM, ALL GRADES OF ACIDITY, AND ALL AFFECTIONS OF THE URINARY ORGANS.

THERAPION
FOR EUROPE AND AMERICA.

FOR EUROPE AND AMERICA.
INDIA, AUSTRALIA, &c.

Private Residents at the Outposts.
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS.

with which is incorporated.
THE CHINA OVERLAND TRADE REPORT
Subscription, paid in advance.
\$12 per annum. Postage
\$2 to any part of
the World.

COTTON GROWING IN SIAM.

INCREASING EXPORT.

Some twenty years ago or more cotton was one of the commodities regularly exported from this country, to China for the most part. Then the export dwindled till it practically ceased altogether. Within the past few years the growing and export have been resumed. There are two districts where cotton is being seriously cultivated at the present time. The largest area is in the neighbourhood of Pichit (Mouthon Pitsabulake) and may be said to run from Hua Hong to Utaradit. Here the cotton plants are mostly grown on the sloping river banks which in high water season are covered with rich alluvial soil. The flood time makes an admirable soil for cotton as well as other plants, and large tracts of the river banks are cultivated for this reason. The other place where cotton is grown on any scale is on the Korat line at Tap Kwang and is owned by Phra Sara of Samien. The bulk of this cotton comes down by rail and the inland tax of ten per cent, is generally paid in Bangkok at the railway station. The way in which the crop has grown will be seen from the following figures of arrivals in Bangkok by rail—

R. S.	No Cotton sent by Rail.
126	60 tons.
127	343 "
128	371 "
129	698 "
130	931 "

This year it is anticipated the arrivals by rail will exceed a thousand tons.

Like many other budding industries in this country, it is controlled by Chinese. The growers are largely Chinese, at any rate in Mouthon Pitsabulake, and the produce is handled by Chinese in Bangkok. Some foreign firms have handled cotton. The Siam Import Company market the crop from Phra Sara's estates, which is sent to London. The remainder practically goes to Japan. The export has been steadily growing from Pichit 7,350 valued at Tes. 113,888 in R. S. 136 to Pichit 10,916 valued at Tes. 177,038 in R. S. 130. The Chinese buyers here are more or less speculators. They buy at the best price they can obtain and forward direct to Hongkong. Messrs. Alois Schweiger & Co. and the Mitsui Bussan Kaisha send to Japan via Singapore. The first named firm, however, are practically only experimenting at present.

PRESENT DIFFICULTIES.
The industry labours under several disadvantages at present. One is the inland tax. This is decidedly heavy and cotton was one of the articles on which a duty was indiscriminately put when treaty making as far as Siam was concerned was a new and not very well understood part of diplomacy. As the output of cotton increases it will become increasingly difficult to persuade the authorities to agree to any remission of taxation, and any relief should come soon. It is suggested that three or four per cent, is as much as Government should take, and that any such reduction would result in a large area being placed under cultivation. A great objection from the exporters' point of view is the seeming impossibility of getting any uniformity of the crop available for export.

Most of the cotton comes to Bangkok in an uncleaned state. Recently the Ministry of Agriculture, with the object of benefiting the growers, created a ginning plant and press at Pitsabulake. In every three piculs of uncleaned cotton about two piculs are seeds, and the object of the Ministry had in view was by ginning to provide the cultivator with valuable seed at present largely lost by being sent to Bangkok. Another point is that growers are not able to bale properly and this affects the charges for freight. The difference between freight rates is as much as a shilling a picul in favour of Japan as against Europe markets, and the press created at Pitsabulake is intended to bale cotton to the best advantage. Phra Sara also has a press at Tap Kwang. Cleaned cotton fetches about thirty ticals per picul and uncleaned twelve, and the bulk is sent to Bangkok uncleaned. The cleaning of all cotton before being put on rail would give a good deal in freight charges. Japanese millers insist on uniformity throughout each bale and throughout each shipment. One of the handicaps experienced by foreign firms here is the difficulty of guaranteeing this. And the difficulty is not lessened by the practice of some Chinese sellers who have a habit of moistening the bales. The commercial value of Siam cotton is good. There are several varieties, however. *Bangkok Times.*

WHERE OFFICIALDOM IS RAMPANT.

OVER-ZEALOUS JAPANESE IN FORMOSA.

A gentleman using the initials R.P. writes an illuminating article to the *Economist* on the present condition of Formosa. He spent the greater part of 1912 there plant collecting, and we presume had ample opportunities for studying the official organization set up by the Japanese, and here is his opinion concerning it—Formosa administration is perhaps more to be admired than Formosan police. Copied probably from German text books, it shows a thoroughness and attention to detail which must impress even the casual traveller. The impression one obtains on entering a Government office either at Taihoku, the capital, or at any of the provincial towns is that "red tape" has here reached its fullest possible development, and that considering the number of times all orders, papers and official documents require signing and counter-signing, mistakes must be for ever impossible. Another noteworthy characteristic of Formosa administration is the extreme specialisation in all branches of government. Every man (man is synonymous with official) has his place, and knows it. His whole energy is devoted to his own sphere of study or work till he is in danger of becoming a mere mechanical encephalon without power of application. There seems to be a real need for intelligent heads of bureaux, capable of correlating the knowledge of their subordinates, and applying the same to the decidedly peculiar conditions of the

WM. POWELL, LTD.

TELEPHONE 346.

COMBINED WITH CONTINUOUS
BRUSH SUCTION
VACUUM SUCKS UP
DIRT AND DUST.
SWEEPERS

LIGHT TO STRONG
SIMPLE WORK.

EXCEPTIONALLY LOW
PRICED.

Give her
Bovril

Because the Body-Building Power of
Bovril has been proved to be from
10 to 20 times the amount taken.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and for Kidney and Kindred troubles, bladder
half bottles trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble
and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

country, so as to prevent in future the establishment of such institutions as an experimental sheep and dairy farm in a country devoid of pasture; experimental hen and teak plantations in a country with a pronounced dry season; and zoological gardens in a country where people do not care for such things.

FORMOSA AFFAIRS.

SLOW PROGRESS OF ABORIGINALS CAMPAIGN.

10,000 or 300.

The *Asahi* has published the following statement made by a certain Japanese who has just returned from Formosa:—

The campaign against the aborigines which is now in progress is on a very large scale. The district against which the campaign was started contains only about 500 adult men, but about 10,000 police and soldiers are engaged in the operations against them. The authorities declare that the campaign is highly successful. That is not very wonderful considering the odds! Usually the natives are ready enough to surrender, handing over arms and ammunition when they see it is hopeless to resist. The police and soldiers return home jubilant, when the natives take them by surprise, capture arms, larger in number and newer type than they surrendered, and run away. It is feared that the present campaign, which is reported to be having the usual success, may end in the usual failure. The Government-General has transferred a part of the aboriginal campaign from the special section of the Government to the police section of the prefectural Government, pretending that the greater part of the natives have been already subjugated, but the facts are otherwise. In fact, financial considerations have compelled the Government-General to do so. Originally, it was arranged that the aboriginal campaign should be completed in five years at a cost of 14,500,000 yen.

About eighteen months are still left, but the money is nearly all expended, with the result that the Government-General has transferred the work to the local Governments, pretending that there is not much left to do. We can say that the natives are subjugated only when we can enter their quarters unarmed, in safety. At present it is as dangerous to go there as it was ten years ago. Nay, the danger may be said to have even increased.

SCANDALS AND CENSORSHIP IN FORMOSA.
Mr. Uchiyama, Chief of the Home Department in the Government-General, enjoys the confidence of the Governor-General. His influence in Formosa is very great in consequence, with the result that he is always on bad terms with Mr. Uchida, Chief of the Civil Administration of the island, the administration itself being always hindered accordingly. For instance, the Arisan scandal has arisen, the manager and two or three other employees of the Formosan Branch of Messrs. Okura & Co. being arrested. Another scandal connected with the Government-General is in progress at Taihoku. It is believed that these troubles arise from Mr. Uchida and Mr. Kameyama being on bad terms, but the authorities do not allow the newspapers to report them.

A short time ago, Dr. Hara and some others, representatives of the Japan Lawyers' Association, held a meeting at the Asahi Theatre, Taihoku, criticising the Government-General for its bad administration. The police came against the lawyers' party was ridiculously strict. Everybody who wanted to enter the theatre was most strictly interrogated. The police told some of them that it would be far wiser for them not to enter such a place. At the same time, they strictly ordered the papers in the island not to write a single word about the speeches, and the Press correspondents not to report them to their papers in Japan. They also ordered the post and telegraph officials strictly to censor the letters and telegrams bound for Japan.

MOUTRIE'S
SUPPLY
THE PIANO

FIVE YEARS' GUARANTEE.

LIBERAL DISCOUNT FOR CASH.

PRICES RANGE FROM

\$380.00

EASY TERMS FOR HIRE PURCHASE.

S. MOUTRIE & CO., LTD.

[629-3]

INTERNATIONAL CONGRESS OF MEDICINE.

At the International Congress of Medicine, which was held in London during the first week of August, Messrs. A. Wulff & Co. were awarded the Grand Prix for their well-known tonic food, Sanatogen. It is a significant fact that an international jury of leading medical men should have singled out this preparation for the highest possible award, and the makers are to be heartily congratulated on their success. Sanatogen has a world-wide reputation and thoroughly deserves the good opinion held of it by the medical profession.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Korea* left Yokohama for Hongkong via Japan ports and Manila on the 31st August, and arrives in Hongkong on the 12th September. The mails from the United States have been transferred to the M.M. str. *Australia*, due to arrive in Hongkong on the 8th September.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Cohens* left Sydney on the 23rd August, and may be expected here on or about the 15th September. The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver on the 27th August, p.m., and is due to arrive at Hongkong on the 18th September.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig*, carrying the German mails, with dates from Berlin of the 6th August, left Singapore on the 30th August, at 9 a.m., and may be expected here on or about the 3rd September, at 9 a.m.

MERCHANT STEAMERS.
The P. & O. str. *Nile* left Singapore for this port on the 30th August, at 8 a.m., and is due here on the 4th September, at about 7 a.m.
The str. *Kenkon Maru* left Moji on the 30th August for this port, and is due to arrive here on or about the 4th September.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 28th August, and is expected here on the 5th September.

The Mogul Line str. *Montana*, from Glasgow, Liverpool and Straits, left Singapore on the 29th August, and is due here on or about the 5th September.
The Danish str. *Tranquebar* left Vladivostok on the 29th August, and may be expected here on or about the 5th September.

The Danish str. *Indien* left Singapore on the 31st August, and may be expected here on or about the 5th September, p.m.
The I.G.M. str. *Prinz Waldemar* left Kuchinotzu on the 31st August, at 10 p.m., and may be expected here on or about the 5th September, at daylight.
The N.Y.K. str. *Kongon Maru* (Bombay Line) left Bombay for this port via ports on the 29th August, and is expected here on the 6th September.

The N.Y.K. str. *Kitano Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th August, and is expected here on the 8th September.

The N.Y.K. str. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 28th August, and is expected here on the 10th September.
The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 26th August, and is expected to arrive here on or about the 15th September.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 26th August, and is expected here on the 14th September.
The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Bayo Maru* left Manila for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 26th August, and is expected here on the 28th September.
The Swedish East Asiatic Co.'s str. *Peking* left Gothenburg on the 10th August, and is expected to arrive here on or about the 30th September.

The Swedish East Asiatic Co.'s str. *Japan* left Antwerp on the 26th August, and is expected to arrive here on or about the 2nd October.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Hongkong, from Shanghai, is due in Hongkong 3rd September.

SHIRE LINE, LIMITED.
Harpylae, from Moji, is due in Hongkong 3rd September.
Rathurshe, from London, is due in Hongkong 9th September.
Den of Glamis, from London, is due in Hongkong 16th September.

INDRA LINE, LIMITED.
Indra, passed the Canal on 15th August, is due in Hongkong 10th September.

LATEST STEAMER MOVEMENTS.

The cargo of Raw Silk shipped on board the M.M. str. *Ernest Simons*, which left this port on the 28th July, was delivered at Lyons on the 30th August.
The O.S.K. str. *Yamaguchi Maru*, from Tacoma via Japan ports, left Shanghai on the 2nd September for this port, and is due here on the 5th September, a.m.

SHIPPING REPORT.
The Chinese str. *Kwanglee* reports: Fresh N.E. winds and moderate sea overcast weather.

VESSELS PASSED ANJER.

August 2. German str. *Tscholm*, August 1, from Tjilatjap for Saigon.
August 5. British str. *Onda*, from Colombo for Saibabaya.
August 6. Danish str. *Siam*, from China for Copenhagen.
August 7. Dutch str. *Celebes*, Scholten, August 7, from Batavia for Amsterdam.
August 7. British str. *Alceda*, from Pilsudzhia for Japan.
August 8. Dutch str. *Malang*, Vissar, August 8, from Batavia for Rotterdam.
August 8. British str. *Cape Transport*, from Temora for Batavia.
August 10. British str. *Islander*, August 4, from Christmas Island for Singapore.
August 10. British str. *Risadlar*, from Aden for Batavia.
August 11. British str. *Shirala*, from Bombay for Tjilatjap.
August 14. British str. *Honus*, from Mauritius for Batavia.
August 16. British str. *Okara*, from Akala for Cebu.
August 17. German str. *Brisbane*, from Colombo for Batavia.
August 18. German str. *Linden*, from Sydney for Batavia.

PASSED THE CANAL.

August 8th—*Nile*, *Stentor*.
August 12th—*Beatty*, *Dionid*, *Indien*, *Prinz Ludwig*, *Suda*, *Titan*, *Kish*.
August 15th—*Indram*, *Qanfa*, *Socotra*, *Tango Maru*, *Wray Castle*, *Den of Glamis*, *Paul Lerat*.
August 19th—*Mechaon*.
August 22nd—*Albena*, *Bayera*, *Glenstane*, *Sardinia*, *Sithonia*, *Yeddo*, *Damodocus*.
August 26th—*Annam*, *Altmark*, *Indrakula*.
August 29th—*Atsuta Maru*, *Canton*, *Kami Maru*, *Siam*, *Yorck*, *Gaeseharu*, *Ischia*.

HONGKONG TIDE TABLE.

From 3rd to 7th September 1913

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'kong Mean Time	Height	Height	H'kong Mean Time	Height	Height
Wed.	3	h. m.	ft. 5.	h. m.	ft. 5.	h. m.	ft. 5.
	11	11 33	6 1	4 31	5 22	1 9	2 0
Thurs.	4	11 57	6 3	5 22	5 54	2 5	3 6
	11	11 47	6 3	6 15	6 22	3 2	3 2
Fri.	5	0 53	6 3	7 14	6 51	4 1	4 1
	12	2 28	6 5	8 45	7 14	5 7	5 7
Satur.	6	1 3	6 5	9 36	8 24	6 4	6 4
	13	4 0	6 5	10 26	9 36	7 4	7 4
Sun.	7	1 52	6 5	10 36	10 26	8 4	8 4
Mon.	8	No info.	high	No info.	low	No info.	No info.
Tues.	9	3 6	6 5	0 3	2 2	No info.	No info.
	10	No info.	high	No info.	low	No info.	No info.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBÉ and MOJÍ	"YEDDO"	7,200	On 13th Sept.
For Freight and Further Particulars, apply to	"JAPAN"	9,000	About 2nd Oct.

TELEPHONE No. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
27th Sept.	Connecting with "KATANGA" 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

"S.S. 'JELUNGA,' 5,205 tons, Captain J. R. O. Sullivan, will be despatched for KOBÉ and MOJÍ on 19th September.
"S.S. 'ABRATON APCAR,' 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBÉ and MOJÍ on 25th September.

WESTWARD.

"S.S. 'GREGORY APCAR,' 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September.
"S.S. 'DILWARA,' 5,328 tons, Captain G. N. Ramage, R.N., will be despatched as above on 22nd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 3rd September, 1913. AGENTS.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at
MANCHURIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
KOREA 18,000 tons, twin screws.	SAFETY.	KOBÉ (via Inland Sea),
SIBERIA 18,000 tons, twin screws.		YOKOHAMA and HONO.
(NILE ... 11,000 tons.	SPEED.	LULU (the Paradise of the
Also CHINA ... 10,200 tons.		Pacific) through Service via
PERFIA ... 9,000 tons.		NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
• PERSIA	9,000	SATURDAY, 13th Sept., at Noon
• KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
• SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.
• CHINA	10,200	TUESDAY, 14th Oct., at Noon
• MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
• NILE	11,000	TUESDAY, 23rd Oct., at 9.45 A.M.
• MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
• PERSIA	9,000	TUESDAY, 25th Nov., at Noon

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBÉ and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th Sept. ... PERSIA	15th Sept.	2nd Sept. ... PERSIA	4th Sept.
14th Oct. ... CHINA	16th Oct.	10th Sept. ... KOREA	12th Sept.
23rd Oct. ... NILE	30th Oct.	24th Sept. ... SIBERIA	26th Sept.
25th Nov. ... PERSIA	27th Nov.	2nd Oct. ... CHINA	4th Oct.
30th Dec. ... CHINA	1st Jan.	9th Oct. ... MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL

MARSEILLES VIA PORTS (AUSTRALIEN) On 9th Sept., at 1 P.M.
Capt. Gombault.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseille.
For further particulars apply to

D. U. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 3 SEPT., 1913.

8 a.m. HONAN.	8 a.m. HEUNGSHAN.
10 p.m. PATSHAN.	5 p.m. KINSHAN.

THURSDAY, 4 SEPT., 1913.

8 a.m. HEUNGSHAN.	8 a.m. HONAN.
10 p.m. KINSHAN.	5 p.m. PATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7 SEPTEMBER, 1913.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 4th Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

VIA VENICE, MILAN, SIMPLON, LANSANNE, PARIS, CALAIS or BOURGEOIS, Class I £28.15, II £26.15.
BY ST. GOTTHARD EXPRESS.

VIA VENICE, MILAN, ST. GOTTHARD, LANSANNE, PARIS, CALAIS or BOURGEOIS, Class I £28.15, II £26.15.
VIA VIENNA, COLOGNE, BRUSSELS, OSTEND, DOVER, Class I £28.15, II £26.15.

VIA VIENNA, COLOGNE, HOOK or FLUSING, Class I £27.15, II £25.15.
TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.
FARES: Hongkong-Shanghai, £45 1st, £24 2nd, £23 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA," 11,300 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in America, West, India, East, and North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 2nd September, 1913. Princeps Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	KITANO MARU Capt. F. E. Cope,	16,000	WEDNESDAY, 10th Sept., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	IYO MARU Capt. Hirao,	12,500	WEDNESDAY, 24th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJÍ, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA ...	AWA MARU Capt. R. Shimizu, SADO MARU Capt. Asakawa,	12,500 12,500	TUESDAY, 9th Sept., at 4 P.M. TUESDAY, 23rd Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	KUMANO MARU Capt. M. Winkler, INABA MARU Capt. Tomioka,	9,300 12,500	WEDNESDAY, 24th Sept., at Noon. WEDNESDAY, 22nd Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	COLOMBO MARU Capt. Kawashima,	6,000	SATURDAY, 6th September.
BOMBAY via SINGAPORE and COLOMBO ...	BOMBAY MARU Capt. Tozawa,	6,000	SATURDAY, 6th September.
KOBÉ and YOKOHAMA ...	TANGO MARU Capt. Yoshikawa,	13,500	THURSDAY 11th Sept., at 11 A.M.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA ...	TOSA MARU Capt. Sato,	12,000	MONDAY, 15th September.
NAGASAKI, KOBÉ and YOKOHAMA ...	INABA MARU Capt. Tomioka,	12,500	WEDNESDAY, 24th Sept., at 11 A.M.
SHANGHAI, MOJÍ and KOBÉ ...	RANGOON MARU Capt. Kamoshita,	12,000	SUNDAY, 7th September.

Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBÉ Return.	MOJÍ Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

111-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	N. 3	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseille will be as follows:—

	1st Saloon	2nd Saloon	1st Saloon	2nd Saloon
"A"	Accommodation Single £55.	"B" " " £45.	Accommodation Single £55.	"B" " " £45.
"B"	" " £44.	" " £34.	" " £44.	" " £34.
"C"	" " £40.	" " £30.	" " £40.	" " £30.
"D"	" " £36.	" " £26.	" " £36.	" " £26.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
NANKIN	September 3	October 9	Oct. 13
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50. Single £25. Return £50.

2nd Saloon £35. Single £17.50. Return £35.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. H. WETT,

SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	NANKIN Capt. Owen Jones, R.N.E.	10 A.M. 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE Capt. H. Powell	About 4th Sept.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Coldwell	About 11th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 13th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, & TIENTSIN	"HUICHOW"	On 3rd Sept. 11 A.M.
SAIGON	"CHIHUI"	On 3rd Sept. Noon.
SHANGHAI	"ANHUI"	On 4th Sept. 4 P.M.
NINGPO, SHANGHAI & NEWCHANG	"NINGPO"	On 5th Sept. 11 A.M.
SHANGHAI	"CHENAN"	On 6th Sept. 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Sept. 4 P.M.
SHANGHAI	"LUCHOW"	On 11th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINCHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 3rd September, 1913. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILAMAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept. 11 A.M.
EASTERN	20th September	On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to—

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
For SHANGHAI, KOBE and YOKOHAMA: S.S. LIBERIA ... 11th Sept.	For MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP: S.S. O. J. D. AHLERS ... 8th Sept.
S.S. ALBENGA ... 20th Sept.	For HAVRE & HAMBURG: S.S. BELGRAVIA ... 13th Sept.
S.S. SUEDEMARK ... 20th Sept.	For HAVRE, ANTWERP & HAMBURG: S.S. GRADIA ... 13th Sept.
S.S. ARABIA ... 6th Oct.	For HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 18th Sept.
S.S. SEGOVIA ... 20th Oct.	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or): S.S. C. FERD. LAEISZ ... 30th Sept.
S.S. ALTMARK ... 5th Nov.	For HAVRE & HAMBURG: S.S. SENEGAMBIA ... 1st Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st September 1913.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 11 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 5th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 9th Sept., at 11 A.M.
"JAITAN"	Capt. J. S. Rosch	FRIDAY, 12th Sept., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd Sept., at 11 A.M.
		SUNDAY, 7th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ukai Pier).

During the Month of AUGUST FIRST CLASS RETURN FARES to

FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG,
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	A. Yamamoto	FRIDAY, 5th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct., 4 P.M.

FOR MOJI, KOBE AND YOKOHAMA.

"INDO MARU"	K. Komiya	20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 7th Sept., at Noon.
"SHOSHU MARU"	T. Fuchigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	THURSDAY, 4th Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 4th Sept., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Constant Stewardess Carried.

For Freight or Passage, apply to
HONGKONG, 27th August, 1913.

SHEWAN, TOMES & Co. General Managers.
PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN. AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of September	JAPAN	First half of September
TJILIWONG	JAVA	First half of September	SHANGHAI	First half of September
TJIKINI	SHANGHAI	First half of September	JAVA	First half of September
TJIBODAS	JAVA	Second half of September	SHANGHAI	Second half of September
TJIMAH	JAPAN	Second half of September	JAVA	Second half of September
TJIMANOEK	JAVA	Second half of September	JAPAN	Second half of September
TJIPANAS	JAVA	First half of October	SHANGHAI	First half of October
TJITABOEM	—	—	JAVA	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 3rd August, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"BUELOW" Capt. C. NAHRATH	16,900	Wednesd., 3rd Sept., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. BINZER	18,300	About Wednesd., 3rd Sept.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. H. BREMER	6,000	Saturday, 6th Sept., at 2 A.M.
KOBE	"COBLENZ" Capt. L. KLUGRIST	6,750	About Tuesday, 16th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August, 1913.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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